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In 81
89

FOREST CONTROL

by

CONTINUOUS INVENTORY

"Today I have grown taller from walking
with the trees."

...Karle Wilson

Milwaukee, Wis. August, 1961 No. 89

A FINAL WORD ON FOREST VALUATION INVENTORIES

Forest valuation inventories obtained from CFI projects are bound to disclose the inefficiencies common to all natural forests and their management. It won't take long for the Company officers and the general counsel to learn from these records that great values are being lost, and that still greater ones might be gained by increased expenditures for forest improvement. There is a lot of working capital in any woods, but much of it just isn't working. Too much of the timber is only common stock. Volume-value inventories will not only improve the returns from the common stock but they will be sure to increase the amount of preferred stock in the woods.

Much can be gained by forest valuation inventories. Access road systems foresters beg for piece-meal will suddenly be planned and built overnight. With complete transportation systems, pressures for the priority operation of trees and stands of declining vigor, serious risk and high value can be met. Complete salvage of mortality and potential mortality material can become an actuality, and not merely an ideal toward which to strive. Intensive silviculture can really be practiced and the products often recovered. Protection and management will improve, for everything in the woods has been brought closer to the mill--the manufacturer -- the market. We will more quickly reach the point where both wasted wood and wasted wood values fall off nearly to the zero point. We can judge the efficiency of the forest and its management -- actually measure its efficiency -- by means of the volume-value concept in inventory.

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THE PLOT TAB

The location of certain groups of IBM cards in a box is facilitated by the use of an index tab (IBM Form #6120). An index tab is a card the same size as an IBM card, but it has a protruding "ear" or tab that sticks up about 1/4 inch to make its location in a group of standard cards very evident. These index cards may be obtained either with the tab near the side of the card or in the center. Either one is satisfactory for the most part, but if they are to be run through the sorter along with the regular cards during the processing of the data, those with the tab in the center should give less trouble than those with the tab on either side.

It is common practice to use one of these tabs to precede all the cards for each CFI plot. Because of this we refer to it as the plot tab. The plot number is written on the tab which provides an easy, visual way to sequentially arrange the plots in boxes as they are completed in the field.

This plot tab has other uses which are even more important than facilitating the location of groups of cards in a box. It is an ideal place to record historical information or any data which might be helpful to the crews in finding the plot at remeasurement time. Items generally recorded here are:

- A. Location Sketch. Place is generally provided in which to draw a small map or sketch showing the exact location of the plot. Recognizable objects or points on the ground which will help the cruiser find the plot at remeasurement time are sketched in at approximate scale.
- B. Starting Point and Location Description. The starting point is recorded from which measurement began when the plot was first established. The distance and direction actually traveled to the plot center from this point are recorded. The adequate and proper referencing of this point on the index tab (and on the ground) cannot be overstressed. A well drawn sketch and an easily found starting point can go a long way toward speeding up the job when the plots are remeasured.
- C. Witness Trees. On the plot, the exact location of the center stake is most always witnessed, much in the same manner as a GIO Section corner is witnessed. The witness trees so established are paint marked to permit ready and visible identification at remeasurement time. The distance and direction from the plot center to these trees (usually four) are measured and place is provided on the index tab in which to record these measurements. This is sometimes done on lines printed on the card, but it is preferably done in sketch form about a cardinal direction cross. Species and size of the witness trees are sometimes also recorded.

- D. Cruiser. The name or initials of the individual who did the cruising is most always recorded.
- E. Tallyman. Name or initials of the tallyman is most always recorded.
- F. Date. Day, month and year are recorded in practically every instance.
- G. Township, Range, Section, Forty. Generally recorded as an assistance at remeasurement time.
- H. Travel Time to the Plot. This is recorded to provide the cruiser with some information to enable him to plan a good day's work at the second measurement.
- I. Time to Take the Plot. This bit of information, together with the travel time to the plot, can sometimes be real helpful at remeasurement time. It provides a basis for the cruiser to gauge the practicability of doing a certain group of plots in one day, or obtaining an additional plot towards the end of the day.
- J. Number of Trees Tallied. Occasionally a real handy piece of information when the cards are all mixed up during machine processing.
- K. Remarks. Every plot tab should have a place for the cruiser to put down general remarks, special observations or unusual points of interest or concern. These remarks sometimes carry over to the other side of the card. Practically every plot should have at least one sentence to give a general description or important impression about the area.

The Northwest Paper Company recently employed a plot tab card system that has merit. They key punched a set of plot tabs with the actual number of each plot punched in the same columns as those in which plot numbers would appear on their Port-a-punch cards. This group of cards was reproduced to give two complete sets of plot tabs. Both sets were end printed (interpreting would have served the same purpose) with the plot number. One set was to be used in the field; the other in the office. The card that went to the field was marked during plot establishment with all the necessary field facts, including plot location and witness trees. Upon completion of the plot the plot tab was placed in front of all plot cards and the group was sight checked to make sure that plot number was properly recorded in the master card and in all detail cards. At the end of the day each crew leader gave the cards for all completed plots to the supervisor of the crews. The plot tab with the location sketch and field information was removed from each group of cards for filing. It would not be used again until remeasurement time, when it would be sent to the field to assist in plot relocation. In this way the supervisor always had a record of plots that were completed, as well as a record of the plots yet to be established. The presence of the plot number punched in the plot tab also makes it convenient to machine sort in the plot tab, rather than hand place them in their proper place.

George Semmens
Forester

PLOT TAB DESIGN

Starting Point _____		Plot # _____	
Location Description _____			
Cruiser _____		Witness Trees _____	
Tally Man _____		Location Sketch _____	
Date _____		_____	
Twp. _____ Range _____ Sec. _____ Forty _____		_____	
Time: On Plot _____ Travel to & From Plot _____		_____	
Number Trees Tallyed _____ M-1 _____ M-2 _____ M-3 _____		_____	
Remarks _____			

(Continued-Over)

IBM 6120